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## INFORMATION REPORT

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1. The Yugoslav Aircraft Federation is a semi-military organization which replaced the pre-war aero clubs and has become a source of manpower for the Yugoslav Air Force and an organ of the People's Teknika of the FPRY. The Federation is divided into four branches:

- a. The Model Plane Branch - whose chief is Zdenko Juresa.
- b. Gliders Branch - whose chief is Pavle Grnjanski, a Communist.
- c. Parachutists Branch - whose base commander is Miroslav Studic.

The pilot training branch manages two flight training schools: the federal pilots' school (the main school) and the pilots' schools for the different aero clubs.

2. In addition to the central or federal council of the Yugoslav Aircraft Federation, each republic has its own aircraft federation all of which are subordinate to the central council. Personnel for the various federations includes:

- President, Yugoslav Aircraft Federation - Ladislav Ambrozic, an air force Major General
- President, Serbian Aircraft Federation - Mihailo Velimirovic, a Lieutenant Colonel in the air force.
- President, Slovenian Aircraft Federation - Jure Vrbic
- Secretary, Slovenian Aircraft Federation - Alfred Grobler

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President, Macedonian Aircraft Federation - Dimitar Aleksijevski  
 Secretary, Macedonian Aircraft Federation - Trifun Maksimovski  
 Secretary, Croatian Aircraft Federation - Savo Curuvija  
 Secretary, Bosnia-Hercegovina Aircraft Federation - Veljko Liso

3. The federal pilots' school of the pilot training branch of the Yugoslav Aircraft Federation is the most important element for the preparation of manpower for the Yugoslav Air Force training schools. It comprises a staff and three squadrons. Each squadron is theoretically assigned ten planes but the pilots' school in practice has never had more than 25 planes at its disposal. Staff formation includes:

Commander - Lieutenant Colonel Svetislav Nesovic, a Communist.  
 Deputy Commander - Milorad Sljivar, a Communist.  
 Assistant Commander - Cvetkovic Milorad, a Communist and director of the pilots' school.  
 Assistant Commander - A certain Jelak, a non-Party member, who is director of aero club schools.  
 Assistant Commander - Arpad Farkas, a Communist who is director of the pilot-training tekhnika.  
 Chief Instructor - A certain Coric, a Communist.  
 Assistant Commander - Zvonko Tomicic, a non-Party member, in charge of supply.

The commander of Squadron 1 is a certain Udicki, while the commander of Squadron 2 is a Communist named Vasilije Orlov. Commander of Squadron 3 is unknown.

4. Theoretically, the pilot training course covers a period of three and a half months but in practice courses last much longer, with only two classes terminating in a year. Although each class is planned to accommodate 150 men, or 50 men to a squadron, classes are not conducted at full strength. Provision is made for one month of theoretical flight instruction and two and a half months of practical training, but theoretical instruction continues during the latter period. Although of some value to future Yugoslav Air Force cadets, training is poor. Class subjects include:

- a. Flight theory, 50 hours.
- b. Navigation, 30 hours.
- c. Flight rules, 15 hours.
- d. Meteorology, 10 hours.
- e. Plane and motor construction, 30 hours
- f. The "Cohl" (sic) flight course, which represents the practical application of subjects "a" and "c". The number of hours given to this course varies.
- g. Political instruction, 2 hours per day.

The course totals approximately 250 hours of theoretical instruction and 30 hours of flight training. In application, the student does not receive more than 20 hours of actual flight practice. Texts are usually identical with those used by the Yugoslav Air Force and are in mimeographed form. Mostly Russian translations are used as, for example, in the navigational

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"Cohl" flight and meteorological courses. Flight theory and flight rule texts are not translations from Russian, and, in many instances, during the course the instructors utilize forbidden teaching methods with the tacit approval of commanders.

5. Students of the federal pilots school are domiciled at the school and are subject to military discipline, but aero club school students determine class schedules and living arrangements themselves.
6. The Troika is the only type of plane recently employed by the various schools in their training programs. Because of defects in construction, motors have reportedly fallen out of the planes while in motion.
7. The airfield used by the federal pilots' training school is in Ruma and is made up of the old Ruma field and a new field adjacent to it. Located on both sides of the Ruma-Sabac road, the two airfields have no runways. The new airfield, however, has two Offenbach-type hangars, an aircraft workshop, a garage for automobiles and one for gliders. Several buildings are being constructed on the left side of the field, including an administration building for the federal pilots' school and a building to house a kitchen and a mess hall, both almost completed.

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